Woman's Work

in preparing appetizing and wholesome food is lightened by this famous baking powder.



Light Biscuit Delicious Cake Dainty Pastries Fine Puddings

Absolutely pure. It adds healthful qualities to the food.

ROYAL Baking Powder

The "Royal Baker and Pastry Cook" - most practical and valuable of cook books free to every patron. Send full address by postal card. There are cheap baking powders, made from alum, but they are exceedingly harmful to health. Their astringent and cauterizing qualities add a dangerous element to food.

ROYAL BAKING POWDER CO., 100 WILLIAM ST., NEW YORK.

INDUSTRIAL AND LABOR

CAR MEN'S ASSOCIATION OF SCRANTON ORGANIZED.

the Lackawanna Railroad, Elected President-Meeting Will Be Held This Evening in the R. R. Y. M. C. A .- New Industry for Stroudsburg. Notes from D., L. & W. Carshops and Dickson Locomotive Works. The Board for Today.

been formed by the various car build- in the factory soon to be erected. inspectors, master mechanics and evening at the rooms of the Railroad ner. A. M. Palmer, Joseph Overfield, Young Men's Christian association, on John I. Miller, of Portland; C. D. Wal-Laekawanna avenue.

tario and Western railroad; R. N. Ras- present. bridge, Philadelphia and Reading rail-Fleth, Edward Angwin, C. W. Bogart, Eric railroad: J. J. Burns, E. H. Kresge, James Boon, H. J. Robinson, J. S. Bour, J. G. Wolfe, William Meagher, John Lack, D. D. Bush, C. B. Acker, F. A. Corbett, J. Schaeffer, M. M. Knuth, P. J. Hughes, C. H. Rockwell, Stone, William Bumgardner, J. H. Schroeder, A. B. Miller, J. D. Murray, H. A. Carpenter, F. G. Gray and P. J. Langan, of the Delaware, Lacka-

wanan and Western railroad. The association is composed of prestdent, vice president, secretary and treasurer, and a committee on subjects, their duty being to select subfeets for discussion and notify members in advance, so that they can prepare subjects for discussion.

There is also a committee on introductions, which introduces the members and gets them better acquainted with each other. The organization brings the car men closer together and in that way all are benefitted. Meetings will be held in different cities, to suit the convenience of members.

L. T. Canfield, master car builder of the Lackawanna railroad, is president of the new association, R. N. Rash-bridge, of the Philadelphia and Reading rallroad, is vice president. R. W. Eurnett, of the Central Railroad of New Jersey, is secretary. The committee on by-laws and constitution, appointed at the last meeting, were: William Miller, of the Eric railroad, chairman: J. Dyer, Delaware, Lackawanna and Western; G. M. Davis. Pennsylvania ratiroad; P. J. Langan. Delaware, Lackawanna and Western:

B. Brennan, Delaware and Hudson. The committee on subjects is composed of C. L. Bundy, Delaware, Lackawanna and Western rallroad, chairman; W. H. Harris, Erle; W. H. Hall, Central Railroad of New Jersey; Mr. Renny, Delaware and Hudson; W. J. Grady, New York, Ontario and Western. The committee on introductions and welcome is composed of C. L. Bundy, J. D. Murray and B.

The objects of the association are to bring together those interested in car department matters, for the purpose of exchanging ideas, discussing questions of interest, with the object of facilitating the movement of cars and educating the car man to a keener knowledge of economy in maintenance, of equipment, and for the settlement of disputes that the members may wish

brought before it. Any person connected with the car department of any railroad company, private car company, or who is interested in car department matters, may become a member by making application in such manner and form as the by-laws provide.

Caterer Hanley's Removal.

William Hanley, who has conducted restaurant at the Delaware, Lackawanna and Western station in

this city during the past twenty-thre years, retires from the management oday, to devote himself to his busi-

iess at 429 Spruce street. Eli Edgerton, of Bath, N. Y., who vas formerly in charge of Hanley's restaurant at that station, will as-

sume charge of the Scranton restaur-The large force of help which served he public so faithfully at the station Master Car Builder L. T. Canfield, of restaurant with Hanley, will be engaged with him in his other enter-

Another New Industry.

At a meeting held in the office of Cicero Genrhart last Thursday afternoon, the Stroudsburg Engine Works company, with a capital stock of \$30,-600, was formed and steps taken toward securing a charter. The new concern is to manufacture engines and boilers, and at the beginning will employ about A Car Foremen's association has twenty-five hands, mostly mechanics,

A temporary organization was effectpainters employed by the various rail- ed by electing George H. Metzgar, of road companies entering this city, and Bartonsville, president; S. Flagler, sectheir second meeting will be held this retary; Stockton Bartron, R. H. Kintlace, W. A. Gilbert, Dr. G. S. Travis, Those interested in the organization Peter Pipher, John and Joseph Shiffer, are W. J. Grady, of the New York, On- P. H. Pipher and A. B. Wyckoff were

The matter was thoroughly discussed, road; G. M. Davis, Pennsylvania rail- and it was shown to the subscribers for road; F. E. Helfrich, Central Railroad stock that the project would be a profitof New Jersey; B. Brennan, E. S. Rice, able one. Mr. Bartron, the originator Delaware and Hudson railroad: J. F. of the movement, was shown to be a Wells Harris and David Becker, of the ing, being an inventor of some note in the mechanical world.

A permanent organization was then made by the election of Joseph Shiffer, president; Cicero Gearhart, secretary, and A. B. Wyckoff, treasurer, Directors elected are Hiram Frisble, Joseph Shiffer, W. A. Gilbert, Peter H. Pipher, Dr. G. S. Travis, George Metzgar and S. Fingler.

The board of directors was made : committee to select a site for the plant. several places being in view, and collect assessments as called for. It was decided that the company should be incorporated at once.-Jeffersonian.

Around the Car Shops.

Master Car Builder L. T. Canfield is now figuring on an extensive addition to be made to the smith shop in the spring, and is also securing figures on additional pieces of improved machinery.

The famous "White Rat" dining car, which was run on the Lackawanna main line during the past year, is no in the paint shop undergoing repair It was the only dining car ever run a railroad with its interior finishin done in white enamel, and attracte widespread attention, especially fro Pan-American visitors. It is now be ing painted a light greenish tint, and

very pretty. President W. H. Truesdale's priva car, "The Lake Forest." is also in the paint shop, along with the Pullma 'Damora." Both are being overhaule and brightened up with fresh paint.

Nearly eight hundred of the one tho and new box cars recently ordered the Lackawanna road from the Amer can Car and Foundry company has been received, and the remainder w be finished within the next two week Work will then be commenced on a other thousand, which have been

dered.

Lackawanna's New Engines. The majority of the new locomotive ompany from the American Locom tive company during the past year a now in use, and giving excellent sati faction

The order placed recently for six dditional engines is now being fille and ten of them are expected to ready for delivery from the Schenectady shops next week.

Forty of this order will be built at the Schenectady shops, and twenty at the Cooke shops. The latter will be de

livered during the coming year, At the Dickson Plant. The usual rush of work prevails at the Dickson shops of the American

Locomotive works in this city, and

SATURDAY, FEBRUARY 1.

Extras East—1.20 a. m., Hobeken, A. F. Mullen; 4 a. m., M. J. Hennegan; 6 a. m., Hobeken,
J. H. Swartz; 8 a. m., Hobeken, M. R. MeLane; 11 a. m., L. D. Lattimer, W. A. Bartholomew's crew; 2 p. m., Hobeken, M. Finnerty; 5 p. m., Hobeken, M. Laughney; 6 p. m.,
Caslar, McCarthy's crew,
Summits, Etc.—6 a. m., Carrigg; 0 a. m.,
Frounfeller; 10 a. m., Nichols; 2 p. m., Carmedy; 6 p. m., F. McDonnell, J. H. Hennegan's crew; 10 p. m., M. Golden. gan's crew; 10 p. m., M. Golden. Pushers—6 a. m., Widner: 7 a. m., Finnerty; 8 a. m., Nauman; 11.45 a. m., Moran; 6 p. m., C. Bartholomew; 7.30 p. m., A. J. McDonnell. Extrus West—8 a. m., C. Kingsley; 4 p. m., John Gahagan. onn Ganagan.

Passenger Engines-7 a. m., Gaffney: 7 a. m., inger: 10 a. m., Secor: 6.45 p. m., Stanton: 8.30

o. m., McGovern.

NOTICE.

work is now being done on some large

Louis and San Francisco railroad, the Chicago Union Transfer company, the Minnesota Land and Construction com-

pany, the Monongahela Connecting railroad, and the Jones & Loughlin com-

The order of twenty engines for the Lackawanna railroad is about com-pleted, and the last delivery will be

D., L. & W. Board for Today. Following is the make-up of the

Delaware, Lackawanna and Western

FRIDAY, JANUARY 31. Extras East-8 p. m., H. Bisbing; 11 p. m., F.

SATURDAY, FEBRUARY 1.

nade within the next few weeks.

pany.

board for today:

A. G. Hammitt and J. F. Burkhart and crews will go to Hoboken on No. 26 Feb. 1, to lear Morris and Essex division. A. J. McDonnell will run 7,30 p. m. pusher t

O. Miller will run No. 8 leaving Binghamte Feb. 1, one trip.
M. Laughney and T. McCarthy and crew will attend 10 a. m. class, Feb. 1, air brake car. J. W. Devine, C. W. Dunn and crews will at tend 2 p. m. class, air brake car, Feb. 1, J. J. Duffy and D. Howley and crews will at-tend 7.30 p. m. class, air brake car, Feb. 1.

This and That.

M. L. Smith, division passenger agent of the Lackawanna railroad, is confined to his home by illness. An attractive sign has been painted on the easterly side of the Central and Ontario and Western freight house. G. A. Perry, route agent of the United

States Express company, at Binghamton, called on Lackawanna railroad officials yesterday. The Central Railroad of New Jersey has placed orders with the American Car and Foundry company for 1,000 box ears, twenty passenger coaches, 750

hopper cars and 500 gondolas. The Harlin & Hollingsworth company is building thirty coaches for the Central, and sixty locomotives are being built by the American Locomotive company.

THE MARKETS

Wall Street Review.

New York, Jan, 21.—The market today reflected the discouragement of operators over the persistent determination of the outside public and large money interests to refrain from speculation makes an experiment of operators over the persistent determination of the outside public and large money interests to refrain from speculation causes introausain neglect even on the part of the individual movementa today, but the market as a whole was trivial and inconsequential. The most conspicuous movement was in Delaware, Lackawama and Western, which rose by rapid stages, making a new high record at each stage to 231%. It was expected that the annual report would be issued today and the street care port would be issued today and the street care port would be issued today and the street care port would be issued to a street of the stree Wall Street Review. The following quotations are furnished The Trib-

Mears building, Scranton, Pa. Telephone, 5008: Open-High-Low-Clos-				
Open-	High-	Low-	(105+	
ings	est.	est.	1107	
American Sugar 125 Atchison 7578 Atchison Pr 1778 Rrook Traction 6578	125%	12236	12136	
Atchison	76%	70%	7639	
Atchison, Pr 975a	9786	1971 k	9734	
Brook, Traction 65%	004a	60 m		
Ches. & Ohio 4616	4654	4534	4534	
Chie, & G. W 23%	46% 98%	:23	11/11/4	
Chies. & Ohio	104.55	194	10115	
Rock Island	105	100% 50%	102%	
Kan , & Tex., Pr 52%	10000	5014	52%	
Louis, & Nash19378	101	100%	1035	
Manhattan Ele	1300	100% 100% 100% 170%	111334	
Met. Traction	37115	170%	. 171 *	
Met. Traction	102%	1025	10256	
Southern Pacific 10242	sistem.	61% 50%	0107	
Norfolk & Western 500%	5096	500%	5076	
Frie 3014	3946	3016	2379.57	
Eric, 1st Pr	6976	0988	699%	
N. Y. Central	162	16135	10192	
Ont. & West	3376	111194	143.54	
Penna, R. R 140%		1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A 1 A	4.817.34	
		46	413	
Reading	569%	1550%	5031	
Reading, Pr 824a	Title.	8.856	82	
Reading 56 Reading 56 Reading 57 824a Southern R. R. 334a Southern R. R. 19 1955 Tenn. Coal & Iron 6384	H186	排	2314	
Southern R. R., Pr 95%	95%	95	9554	
Tenn. Coal & Iron 63%	67176	6835	6395	
U. S. Leather 11%	11152	11%	31119	
U. S. Leather, Pr Soly	1.80Mg	8019	801/2 10174	
U. S. Leather 118a U. S. Leather, Pr S04g Union Pacific 1024a Union Pacific, Pr S854 Walnash, Pr 425g	10214	10175	101.55	
Union Pacific, Pr 8054	808/2	818	8954	
Wahash, Pr 4215	4279	4916	4315	
WESLEYH CHICK STREET, MANE	17.8 (25.6)		141.9%	
Colo. Fuel & Iron 82%	8:194	8214	8914	
Amal. Copper 77	78	7076	100	
People's Gas10135	10114	10574	100	
Col. So 14%	1084	3454	1054	
Texas Pacific	118.94	11844	3834	
Am, Car Foundry 20	2014	25846	2001.6	
Col. So 1454 Texas Pacific 3844 Am. Car Foundry 20 Am. Car Foundry Pr 8554 If. 8. Steel Co 4352	263	2717.74	9844 9916 86	
U. S. Steel Co 4014	4014	43114	40%	
The street the life that the	EATTER	- 4x call	F405.000	

J. S. Steel Co., Pr . . . 1645 165 1835 Scranton Board of Trade Exchange Quotations-All Quotations Based

on Par of 100.		
STOCKS, Lackawanna Dairy Co., Pr	Bid. 60 500	Askin
Standard Drilling Co	150	110
	275	46

This signature is on every box of the genume Laxative Brome-Quinine Tablets

The company is at present engaged Do Not Miss the Grand in building engines for the Cincinnati and New Orleans railroad, the Texas Opening Day. Special Attrac-Pacific railroad, the Toledo, St. Louis and Western railroad, the Chicago, Cincinnati and St. Louis railroad, the St.



Read About the Great Free Watch Souvenir in Tomorrow's Papers.

FEBRUARY TRADE SALE

Opens Monday, Feb. 3.

This World's Fair of Housefurnishings, in beginning its Seventh Annual Session, will introduce many new and sensational trade innovations.

Every Department of the Big Home Furnishing Store fairly bristles with the multitudes of interest-arousing buying inducements, bearing the mark of un-

usual price reductions. Furniture, Carpets Draperies, Decorative N

And every known accessary to the comfort and elegance of residence or office, await your purchasing commands, for cash, or on credit arrangements, that will be practically of your own making. See Sunday Papers for the Great Bargain Bulletin.

The Economy 221-223-225-227 Wyoming Ave

Scranton Wholesale Market.

Corrected by H. G. Dale, 27 Lackawanna Ave.

Corrected by H. G. Dale, 27 Lackassian Flowr-\$4.60, Beans-\$2.50, Butter-Fresh creamery, 25c.; June creamery, 234gc.; dairy, 22c. Cheeze-114ga12c. Eggs-Nearly, 32c.; fancy storage, 21c. Peas-Per bushel, \$1.50, Petators-Per bushel, \$5c. Onions-Per bushel, \$1.60.

New York Grain and Produce Market New York, Jan. 31.—Flour—Continued dull and a shade lower to sell. Rye Flour—Dull. Wheat—Spot easier; No. 2 red. 87½c. f. e. b. affoat; No. 2 red. 89½c. elevator; No. 1 northern Dullth, 85½c. f. o. b. affoat. It was another very dull day in wheat with a steady opening and subsequent depression. The close was easy at \$2½c. net loss; March closed 84½c.; May. 85½c.; July, 83½c. Corn—Spot easy; No. 2, 67½c. elevator and 68½c. f. o. b. affoat. Although a trible steady at first the corn market eased off closing weak and 5½c. net lower; May closed 675½c.; July, 67½c. Oats—Spot firm; No. 2, 49c.; No. 3, 48c.; No. 2 white. 50½a5ic.; No. 3 white. 50½c; track mixed western, 49a50c.; track white. 504%c; option market like others, was dull and easier owing to moderate liquidation. Butter—Firm; creamery, 17a26c; do factory, 13a17½c.; June creamery, 15a21c.; imitation creamery, 11½ attack mixed taxing Choses. Firm.

Chicago Grain and Produce Markot.
Chicago, Jan. 31.—Professional wheat speculators turned bearish in sentiment today and though corn worked stubbornly against the farmere prices tuled lower all around. May wheat closed with a loss of \$4.05\cdots\$, May corn, \$2\text{absec}\$, and May oats, \$4\text{c}\$, Provisions closed a shade to 5\text{c}\$, lower. Cash quotations were as follows: \$\text{Piour-Sicady}\$, No. 3 spring wheat, 71\text{absec}\$, No. 2 red, \$\text{Slast}\text{36c}\$, No. 2 oats, \$4\text{faib}\text{3c}\$; No. 2 white, \$4\text{5c}\$, No. 1 flax seed, \$1.70\cdots No. 1 northwestern, \$4.73\cdots\$, prime timethy seed, \$6.5\text{5}\$, nose pork, \$15.6\text{50}\$, 15\text{1.5c}\$, and \$8.5\text{5}\$, so, \$2\text{5c}\$, \$8.5\text{5}\$, so, \$2\text{5c}\$, \$6.5\text{5}\$, host ribs, \$8.15\text{38}\$, 30\text{1.5c}\$; whiskey, \$1.3\text{31}\$, eshert clear sides, \$8.60\text{3.70}\$; whiskey, \$1.3\text{31}\$.

Chicago Live Stock Market.

Chicago, Jan. 31.—Cattle—Receipts, 2,000; steady; good to prime stears, 80.057,25; pose to medium. 81a6; stockers and feeders, 82.25a4,50; cows, 81.25a5,25; befors, \$2.50a5,50; camers, 81.25 a,30; bulls, 82.25a4,65; calves, 82.30a7,25. Hegs—Receipts today, 27,000; tomorrow, 22,000; left over, 6,000; 5a16c, lower; closed slow; mixed and burchers, 85.85a6,20; good to choice heavy, 86.15a6,37½ rough heavy, 85.85a6,10; light, 85.50 ap. bulk of sales, 85.85a6,20. Sheep—Receipts, 7,000; sheep steady; good to choice wethers, 84.50a5,20; western sheep, fed. \$1a5,45; native lambs, 83a6; western lambs, fed, \$5a5,85.

Buffalo Live Stock Market.

East Buffalo, Jan. 31.—Cattle—Reccipts. light; firm: veals, common to good, 6ase,; choice to extra, 88.25as.75. Hogs—Beccipts, 445 head; active, 10a15c. higher for pigs and light grades; others dull but steady; heavy. 86.50a0.60; roughs. \$3.40a.560; stags. 84a4.50. Sheep and Lambs—Reccipts, 12.400 head; active, farles, higher for lambs; sheep firmer; tops mixed, 81.35a4.60; culls to good, 82.30a1.25; wethers, 8.15a5.15; yearings, \$4.55a5.30; top lambs, \$6.15a6.25; culls to good, \$4.25a6.10.

East Liberty Live Stock Market. East Liberty, Jan. 31.—Cuttle—Market steady; choice, 85.50a; 25; good, 85.50 a5.75; tair, 82.75a; 75. Hogs—Steady; neavies, 86.50; best medium, 86.85a; 45; heavy Yerker, 80.35a; 35; 1ight do., 80.15a; 25; pigs, 85.85a; 90.70a; 85.45a; 85.85a; 90.70a; 85.45a; 85.85a; 90.70a; 85.45a; 85.45a; 90.85a; 90.70a; 85.45a; 90.85a; 90.70a; 90.

Oil Market.

Oil City, Jan. 31.—Credit balances, 115; cortificates, no bida; alipments, 70,439 barrels; aver ago, 91,334 barrels; runs, 89,157 barrels; average, 75,629 barrels.

RAILROAD TIME TABLES. Erie Railroad, Wyoming Division. Trains for New York, Newburgh and intermiate points leave Scranton as follows: 7.20 2.25 p. 10.
rivuls—10.35 p. m. from Middletown, HonesHawley and intermediate points. 2.20 p. m.
1 New York, Newlangh and intermediate
ts. No Sunday trains. FINANCIAL.

FINANCIAL.

WE OFFER TO YIELD ABOUT 5% \$400,000

Of Butte, Mont.

5% First Mortgage Sinking Fund Gold Bonds Denomination \$1,000, maturing 1 to 30 years. Amply provided for by reserve and sinking fund. Net carnings three and three quarters times interest charges.

Write for report of Mr. Samuel Insull, President of the Chicago Edison Co., and special

RUDOLPH KLEYBOLTE & CO.

I NASSAU ST., NEW YORK,

Safe Methods. Large Returns. Cumulative 6% Bonds of

The Southern Mining Corporation

Denomination of Bonds \$100 Each.

A limited number of these bonds for sale at par, on reasonable erms or for cash.

\$200 worth of stock at par given with each bond as a bonus. The safest and most practical mining proposition ever offered. All net profits to be applied to the payment of bonds. Write for prospectus.

The Southern Mining Corporation 4517 Frankford Ave., Frankford, Philadelphia. Pa.

RAILROAD TIME TABLES Delaware, Lackawanna and Western.

Delaware, Lackawanna and Western.

In Effect Nov. 3, 1001.

Trains leave Scranton for New York—AE 1.40, 3.15, 0.05, 7.50 and 10.05 a. m.; 12.45, 3.40, 3.33 p. m. For New York and Philadelphia—7.50, 10.05 a. m., and 12.45 and 3.23 p. m. For Tohylanna—At 6.10 p. m. For Buffalo—1.15, 0.22 and 9.00 a. m.; 1.55, 0.50 and 11.35 p. m. For Binghamton and way stations—10.29 a. m. and 1.15 p. m. For Oswego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.65 p. m. Oswego, Syracuse and Utica—1.15 and 6.22 a. m.; 1.65 p. m. Oswego, Syracuse and Utica—1.5 m. Nicholson accommodation—4.00 and 6.15 p. m. Bloomstorg Division—For Northamberland, at 6.35 and 10.05 a. m.; 1.55 and 6.10 p. m. For Plymouth, at 8.10 a. m.; 1.540 and 9.00 p. m. Sunday Trains—For New York, 1.40, 3.15, 6.05 and 10.05 a. m.; 3.40, 3.33 p. m. For Buffalo—1.15 and 6.22 a. m.; 1.55, 6.50 and 11.35 p. m. For Buffalo—1.15 and 6.22 a. m.; 1.55, 6.50 and 11.35 p. m. For Buffalo—1.15 and 6.22 a. m.; 1.55 and 6.25 a. m. Bloomsburg Division—Leave Scranton, 10.05 a. m. and 6.10 p. m.

Pennsylvania Railroad.

Pennsylvania Railroad.

Schedule in Effect June 2, 1991.

Trains leave Scranton: 6,38 a. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia, via Pottsville; stops at principal intermediate stations. Also consects for sunbury, Harrisburg. Philadelphia, Baltimore, Washington and for Pittsburg and the west.

9,38 g. m., week days, for Sunbury, Harrisburg and the west.

142 p. m., week days (Sundays, 1.58 p. m.), for Sunbury, Harrisburg and the west.

3,28 p. m., week days (Sundays, 1.58 p. m.), for Sunbury, Harrisburg, Philadelphia, Baltimore, Washington and Pittsburg and the west.

3,28 p. m., week days, through vestibule train from Wilkes-Barre. Pullman buffet parlor car and coaches to Philadelphia via Pottsville. Stops at principal intermediate stations.

4,27 p. m., week days, for Hardeton, Sunbury, Harrisburg, Philadelphia and Pittsburg.

J. B. WOOD, Gen. Pass. Agt.

Delaware and Hudson.

In Effect November 24, 1961.
Trains for Carbondale leave Scramson at 6.2, 60, 8.53, 10.15 a. m.; 12.00, 1.29, 2.34, 5.5, 500, 6.55, 7.57, 6.15, 11.20 p. m.; 1.21 a. m.
For Honesdale—0.20, 10.15a, 10.; 2.54 and 5. For Wilkes-Barre-0.38, 7.48, 8.41, 9.38, . m.: 12.03, 1.42, 2.15, 0.28, 4.27, 0.10, m; 12.05; 1.42; 5.45; 0.41; 11.30 p; m; for L. V. B. H. Points-0.28; 0.28 a; m; 2.18 For Albany and an point and 2.52 p. m. SUNDAY TRAINS.

For Carbondaic—8.59, 11.33 a. m.; 2.34, 2.35, 5.52 and 10.57 p. m. For Willes-Harre—9.38 a. m.; 12.03, 1.38, 2.28, 6.32 and 8.42 p. m. For Albany and points north—3.52 p. m. For Albany and points north—3.52 p. m. For Honesdaic—8.50 a. m. and 3.52 p. m. W. L. Phyok, D. P. A. Scranion, Pa.

New York, Ontario and Western. In Effect Tuesday, Sept. 17, 1991, NORTH BOUND.

and all points west.

For further information remail to ket agents.

J. C. ANDERSON, O. P. A., New York.

J. E. WELSH, T. P. A., Scranton, Pa.

Spencer Trask & Co.

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Statistical lables

MEMBERS N. Y. STOCK EXCHANGE

I. F. MEGARGEL & CO. STOCKS. BONDS, SECURITIES CONNELL BUILDING. I. F. Megargel. Roy Chester Megargel

RAILROAD TIME TABLES.

Lehigh Valley Railroad. In Effect, Nov. 3, 1991.

Trains leave Scrauton.

For Philadelphia and New York via D. & H.
R. R., at 0.38 and 9.38 a. in. and 2.18, 4.27
(Black Diamond Express), and 11.30 p. in. 802days, D. & H. B. R., 1.38, 8.27 p. in.

For White Haven, Hizzeton and principal points
in the enal regions, via D. & H. H. R., 6.38, 2.18
and 4.27 p. in. For Pottwille, 6.38 a. in., 2.18
b. 10.

and 4.27 p. m. For Potteville, 6.38 a. m., 2.38 p. 10.

For Bethlebem, Easton, Reading, Harrisbarr, and principal intermediate stations, via D. & H. R. R., 6.38, 9.38 a. m.; 2.18, 4.27 (Blace Diamond Express), 11.30 p. m. Sundays, D. & D. R. R., 9.38 2. m.; 1.58, 8.27 p. m.

For Tunkhamook, Towands, Elmira, Ithaca, Geneva and principal intermediate stations, via D. L. and W. R. R. 8.10 a. m. and 3.50 p. m.

For Geneva, Rachestev, Buffalo, Niagara Valls, Chicago and all points west, via D. & H. R. L. (As), 12.05 a. m.; 1.42, 2.28 (Black) Diamond Express), 7.48, 10.41, 11.39 p. m. Sundays, D. & H. R. R., 12.66, 8.27 p. m.

Pullman parter and second or Lehigh Valley Parlor vars on all trains between Wilkes-Barre and New York, Pulladelphia, Buffalo and Suspension Bridge. sion Bridge, ROLLIN H. WILBUR, Gen. Sapt., 20 Contland Street, New York. CHARLES S. LEE, Gen. Pass. Agr., 26 Cortland W. NONEMACHER, Div. Pass. Agt., South

Bernteinen, Pa. For tickets and Pullman tesetvations apply to try ticket office, of Public Square, Wilkes-Harre, New Jersey Central.

New Jersey Central.

In Effect Nov. 17, 1991.

Stations in New York, look of Liberty street and South Ferry, N. R.

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